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BY THE HOUSE OF DELEGATES,  
February 10, 1845.

Read and ordered to be printed.

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R E P O R T

OF THE

SELECT COMMITTEE,

APPOINTED

To Visit the Line of the Chesapeake and Ohio Canal

AND THE

BALTIMORE AND OHIO RAIL ROAD,

WEST OF DAM NO. 6.

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1. The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

2. The second part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

3. The third part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

4. The fourth part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

## R E P O R T .

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### *To the House of Delegates :*

The committee appointed to visit the line of the Chesapeake and Ohio Canal, between Dam No. 6 and the town of Cumberland, and to view the condition of the work, its location and construction, and to report as to the expediency of releasing the State's lien upon the Canal, so as to enable the Chesapeake and Ohio Canal company to borrow upon the credit of the company a sufficient sum of money to complete the work to the town of Cumberland; and further, to examine the western portion of the Baltimore and Ohio Rail Road, now used as a feeder to the Chesapeake and Ohio Canal from Cumberland to Dam No. 6, and to report as to the expediency of using that portion of the road as a feeder to the Canal—beg leave, respectfully, to submit the following as the result of their investigations.

The committee, availing themselves of the polite offer of the Baltimore and Ohio Rail Road company to transport them free of charge, left Baltimore on Monday, the 27th of January, and arrived at Cumberland in the afternoon of the same day. On Tuesday, accompanied by a number of the citizens of Allegany county, they visited Frostburg, Lonaconing and Mount Savage, returning to Cumberland on Wednesday about 3 o'clock. The afternoon of that day was occupied in an inspection of the guard locks, embankments and dam of the Canal, in and about the town of Cumberland. On Thursday our examination of the entire line of Canal and Rail Road, between the town of Cumberland and Dam No. 6, commenced; this examination was on horse back and by Rail Road conveyance. On Saturday the 1st of the present month, the committee finished their duty assigned.

The coal mine of the Maryland Mining company, about one mile from the town of Frostburg, the committee traversed and inspected throughout its whole extent; they were afforded an opportunity of seeing to advantage the inside of a coal field of Allegany county, as well as the manner in which the mineral is worked and brought out for use. The opening made by this company is of a vein of ten feet, which at the same altitude is to be found every where throughout the mineral region, and in the southern portion of which region increases to a thickness of fourteen feet.

The Lonaconing mine has a vein of fourteen feet, is a beautifully planned mine, with a railway to its several chambers, in distance exceeding one mile. At the Lonaconing is also to be found iron ore of superior quality. These works have been erected at a cost of \$300,000, and are under the care of Mr. Graham, a scientific gentleman, who has been very successful in his operations.

Our visit to Mount Savage was of great interest. This company, as we are informed, have expended the sum of \$750,000 in the purchase of their property, the erection of their buildings, opening their mines and ore banks, and in the construction of the most improved and beautiful machinery ever used. A town with a population of between two and three thousand individuals is here established, where but five years since the hunter pursued his game uninterrupted, and the busy hand of art had made no progress. Mount Savage is the only establishment in the United States where improved Rail Road iron is manufactured. This company are now furnishing, by contract, a northern State with Rail Road iron of excellent quality and cheaper than that imported. They have an abundance of coal, and clay for fire brick equal to any yet discovered. This establishment is under the direction of Col. Young, a gentleman of great experience, and in every way capable to conduct its affairs.

The committee, in the time allowed them, could not enter very many of the mines of the coal region; but in a distance of some fifteen miles on their route, they frequently had in view the apertures of the various mines opened by the enterprize of the citizens of Allegany. We are convinced from what we have seen, that the coal fields of the Frostburg region are inexhaustible for centuries to come, and in no coal region could the veins or beds of coal be more convenient for mining purposes. These coal deposits are located within a range of from seven to twelve miles from the town of Cumberland.

In the examination of the unfinished portion of the Canal between Dam No. 6 and the town of Cumberland, the committee were surprised at the vast amount of work which has been done; it had the appearance of a Canal nearly finished. At frequent intervals in their passage down the line their attention was arrested by massive stone aqueducts, and locks of a superior description of masonry, continuous lines of beautiful embankments, extending at one place a distance of ten miles. The location of the work is much higher above the bed of the river than the finished portion of the Canal below Dam No. 5, thereby rendering it more free from freshets and the overflowings of the Potomac. That portion of the work the committee viewed with great interest, was the tunnel and deep cut—the one being a bore of 3,118 feet through the base of the mountain, the other extending from the eastern portal of the tunnel two-fifths of a mile in length, and of a depth of sixty feet through solid rock. This magnificent undertaking has been nearly completed.

Judging by the eye of that portion of the work yet to be done, by comparison with that which has been finished, the committee believe that two thirds upon the different sections had already been completed. The revised estimate of cost from Dam No. 6 to Cumberland was \$4,437,000; the amount expended has been \$2,892,000, which, according to the estimate of cost, leaves \$1,545,000. The committee believe that the above sum in current money will be ample to finish the Canal to the town of Cumberland.

The following statement will render it more plain and intelligible:

	Work done.	To be done.
From Cumberland to the upper end of the tunnel, a distance of 28½ miles,	\$1,387,000	\$798,000
From the upper end of the tunnel to Dam No 6, a distance of 21½ miles,	1,505,000	724,500
Total, 50 miles, - - - - -	\$2,892,000	\$1,522,500
Additional lock, - - - - -	- - - - -	22,500
Work to be done, - - - - -	- - - - -	\$1,545,000
Work done, - - - - -	- - - - -	2,892,000
Total, - - - - -	- - - - -	\$4,437,000

The committee are now brought to enquire, whether the Baltimore and Ohio Rail Road, between Dam No. 6 and Cumberland, can be used successfully as a feeder for the Chesapeake and Ohio Canal. In this connexion they remark, that being desirous to obtain all the information possible, they directed certain interrogatories to the principal coal dealers of the county of Allegany, and their answers have been returned, and are herewith submitted as an appendix.

The committee found the minds of the people of Allegany county conclusively made up; who seem to be unanimous in the opinion, that the Rail Road cannot be used as a feeder for the Canal. Many facts and considerations enter into this opinion, the facts of which either in the aggregate or detail, cannot well be appreciated, except by those acquainted with the location of the country. These considerations, however, have reference to the character of the two great works, the Rail Road and Canal, their ability to transport heavy burthens; the formation of the country being mountainous, and the outlets for the coal being by different ravines to the point of their common junction at Cumberland, the nature of the coal trade, and the diversity of interest of the numerous companies and individuals owning the coal fields, and the impracticability of united action in any scheme for the transportation of coal to market by a common carrier.

The committee feel disposed to allow some weight to the objections made, not merely from the force of the objections themselves, but from the strong and decisive fact, that although this connexion

between the Rail Road and Canal at Dam No. 6 has been formed, and in operation for more than twelve months, yet the inducements held out by it have not been sufficient to invite a transportation to market by that route. By reference to the last annual report of the Baltimore and Ohio Rail Road company, page 10, we find it stated, "that less than four thousand tons of coal, and not any iron has been offered for transportation by the Rail Road to Dam No. 6." But upon the same page we are told a contract has been entered into with a single company for the transportation annually, for the period of five years, of fifty thousand tons of iron, coal and fire brick, from their mines to Baltimore. What does this prove? That the coal dealer whose capital is limited, is forced from the market, and a company, who from its wealth has the means to make a contract and give security for its performance, with the aid of the Rail Road company, can monopolize the coal trade. If such a contract is profitable to the company, no part of that profit will inure to the State, for the interest upon the State's investment in the Rail Road of half a million would be secure with or without this contract. But let us suppose the Canal to be completed to Cumberland, what work would be the carrier of this large amount of tonnage? Not the Rail Road, because the route by the Canal to tide water would be cheaper. The State would derive from this contract one dollar for each ton transported to the District—thus she would secure the sum of fifty thousand dollars.

A misapprehension prevails in the minds of many in relation to the practical result of a completion of the Canal. The supposition being, that the Canal, if fed at Dam No. 6 by the Rail Road, would yield a like amount of revenue to the State, as if the unfinished portion was completed. They forget the tolls to accrue upon the line between Dam No. 6 and Cumberland, which would be more than one-fourth of the revenue of the entire work.

The distance from Cumberland to tide by the Canal, is  $184\frac{1}{2}$  miles—the distance to Dam No. 6 is  $48\frac{1}{2}$  miles; the toll and boat duty on each ton of coal from Cumberland down, will be just one dollar: while the toll and boat duty per ton from Dam No. 6, will be seventy-three cents. The transportation, therefore, by Canal from Cumberland, instead of from Dam No. 6, will yield an enhanced revenue of a little more than a fourth. Four hundred and twenty thousand tons of coal from Cumberland to tide would yield just \$420,000—the amount of interest upon the investment by the State in the Canal; but of this revenue the sum of \$107,865 would be yielded by the tolls on the unfinished portion of the Canal from Dam No. 6 to Cumberland. But with the Rail Road as a feeder from that point, it would require a transportation of 586,860 tons to produce the same revenue to the State, which 420,000 tons from Cumberland by the Canal would yield.

The question is not, therefore, whether the Rail Road must carry the same amount of tonnage at the same rate of charge as by the Canal—but it must carry upwards of one-fourth more than the Canal would be required to transport, to produce the same amount of

revenue to the State. Another view, however, presents itself—that when the whole amount of tonnage from Cumberland shall amount to 445,000 tons, the tolls upon the now unfinished portion from Dam No. 6 to Cumberland, will be more than sufficient to pay the interest upon the sum necessary to complete the Canal.

The committee having given the House a statement of such facts as came under their observation, respectfully submit the same for their consideration.

W. B. CLARKE,  
WILLIAM J. POLK,  
WM. FRAZIER,  
Z. W. POTTER,  
M. ROGERS.

Charles Harris and Geo. W. Spencer, members of the committee, were absent from the seat of Government when the above Report was submitted, which may account for their names not appearing to the same.

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The undersigned, in addition to the facts as stated by the committee, begs leave to remark, that in his judgment, a wise policy dictates the immediate postponement of the State's lien upon the Canal, to enable that company to borrow upon its own credit, a sufficient sum of money to complete that work to the town of Cumberland.

To that portion of the order which relates to the enquiry as to the expediency of using the Baltimore and Ohio Rail Road as a feeder to the Canal, he reports, that from the testimony submitted, and his own observation of the two works, he deems it inexpedient to make the Baltimore and Ohio Rail Road a feeder to the Chesapeake and Ohio Canal: a connexion which will limit the coal trade, and render the Canal unprofitable to the State.

All which is respectfully submitted.

W. B. CLARKE.

## APPENDIX,

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Containing the answers of Charles M. Thruston, N. P. Barnes, G. W. Beall, and George Hoblitzell, to certain interrogatories propounded by the committee, appointed by the House of Delegates to visit the line of the Chesapeake and Ohio Canal, and Baltimore and Ohio Rail Road, beyond Dam No. 6, &c.

TO CHAS. M. THRUSTON, ESQ.

SIR,—The committee appointed by order of the House of Delegates of Maryland, to visit the line of the Chesapeake and Ohio Canal and Rail Road, between Dam No. 6 and Cumberland, respectfully request of you an answer to each of the following interrogatories.

W. B. CLARKE, Chairman.

January 31, 1845.

1. Are you connected with any of the Coal and Iron companies, having capital invested in Allegany county—and in what capacity?

2. Be pleased to state the capital of your company, has it gone into operation, and how long.

3. Has any thing occurred to prevent your company from going into more extended operation.

4. Do you regard the facilities of transportation to market, afforded by the Baltimore and Ohio Rail Road, either to Dam No. 6, or to Baltimore, as sufficient to bring out, and deliver to consumers the products of your mines and ore banks, to the full extent of your means?

5. Would you regard the Chesapeake and Ohio Canal, if completed to Cumberland, as affording you a better avenue to market? If so state your reasons for this belief.

6. How much coal will it be in the power of your company to deliver annually for transportation, upon the Chesapeake and Ohio Canal, provided that work is completed to the town of Cumberland?

7. State whether in your opinion, the Baltimore and Ohio Rail Road can be used as a feeder to the Chesapeake and Ohio Canal at Dam No. 6—transporting for each working day in the year all the coal, which may be delivered at the Depot of the Baltimore and Ohio Rail Road, destined for the Canal at Dam No. 6.

CUMBERLAND, January 31, 1845.

Hon. W. B. CLARKE,

Chairman of the committee.

SIR,—I have the honor to furnish the following answers to the interrogatories proposed by your committee.

To the 1st. I am connected with the Maryland Mining company as the Superintendent of the affairs of the company.

To the 2nd. The capital of the company is \$1,000,000. It has only gone into operation so far as to have been mining and selling about 80,000 bushels of coal, per annum, since 1837.

To the 3rd. The company has been prevented from going into operation by the non-completion of the Canal. Since the reduction of the rates on the Baltimore and Ohio Rail Road, the company is disposed to avail itself of that route to market—is now prepared with ample means, and will commence, early in the spring and complete by October next, a rail road from its mines to connect with the Baltimore and Ohio Rail Road and the Canal, whenever the latter shall be finished to Cumberland.

To the 4th. The offer of the Baltimore and Ohio Rail Road to enter into contracts to transport to Baltimore in quantities of not less than 100,000 tons per annum, for a period not less than 5 years, I consider as extended to our company; and therefore sufficient to bring out and deliver the products of the Maryland Mining company to the full extent of the means of the company.

To the 5th. I should consider the Canal, if completed to Cumberland, as affording a better avenue to market—my reasons are these: It would be the cheaper route to a shipping point even under the most favourable circumstances offered by the Baltimore and Ohio Rail Road to companies, competent in their circumstances, to comply with the terms of the proposed contracts. The Canal would be *much* the best route to individual coal dealers who have not the means to enter into contracts with the Rail Road company, and who would, consequently be charged a higher price on the Rail Road than contracting companies. Of the 1,000,000 tons of anthracite coal sent yearly to market, much the greater part is supplied by individuals and not by companies, and so I apprehend it would be here, if the canal were finished.

To the 6th. It would be in the power of our company to send to market by the canal in the first year after its completion to Cumberland 100,000 tons, and to double that quantity in the succeeding year.

To the 7th. I do not doubt that the Rail Road *could* transport to Dam No. 6, a very large amount of coal if they were provided with locomotives and cars. But the objections to that route are such that I do not believe that more coal will ever take that course, than enough to supply the demand along the Canal and in the District—consequently the Rail Road will only act as a *feeder* to a very limited extent. To go more into detail—the injury to the quality of the coal by re-handling and the expense of transhipment,

at the dam, will effectually prevent that route from being preferred. The coal being in the cars at Cumberland, will be sent on to Baltimore at even more cost in preference to re handling at the Dam. Such has been the case for the last year, though the facilities for transfer have been as great as they ever will be—coal for District use has gone to Washington, via Baltimore, rather than incur the expense and injury to the coal by re-shipping at the Dam. It might be said that the same objection holds to embarking on the canal at Cumberland, if the canal were finished. But in that case coal dealers could and no doubt would, arrange their business so as to transfer at once, either from their wagons or cars, into their canal boats. This cannot be done at a distance of fifty miles from us.

Very respectfully,

Your obedient servant,

C. M. THRUSTON.

TO N. P. BARNES, GUSTAVUS W. BEALL, AND GEORGE HOBLITZELL, ESQs.

GENTLEMEN—You will oblige the committee, appointed by order of the House of Delegates, by answering the following interrogatories.

W. B. CLARKE, Chairman.

January 30, 1845.

1. Are you a dealer in coal, and how long have you been so?
2. Have you transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent? and how are you pleased with the rail road as a carrier of your coal to market? State if you please your experience fully.
3. Would you undertake to deliver, say 15,000 tons at New York city, or any other point on the sea-board by a certain time, the Baltimore and Ohio Rail Road being your carrier. If so, state your reasons fully.
4. Would you undertake to deliver the same quantity at the same point by the canal, if it were finished to Cumberland, or more?
5. Is the coal now transported by the Rail Road to Baltimore injured in any manner and how?
6. Is the coal now sent by the Rail Road to Baltimore carried without interruption, or is it delayed on the way?
7. Are individuals sending coal by the Rail Road and transhipping from that work to the Canal at Dam No. 6, subjected to any inconvenience or disadvantage in carrying on the trade, and if so what is the character of such inconvenience or disadvantage?

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE,

Chairman of the select committee of enquiry.

DEAR SIR,—Your interrogatories dated yesterday, have been received and I answer to your questions as follows:

To your first interrogatory which is as follows: Are you a dealer in coal and how long have you been so? I answer I am, and have been engaged in the coal trade about ten years.

To your second interrogatory. Have you transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent, and how are you pleased with it as a carrier of coal to market? I answer, I have transported some coal from here to Dam No. 6, since the switch has been constructed at Dam No. 6 by the Rail Road company, but the inconveniences were so great that I was glad when I got through with the delivery of a lot of eight or nine thousand bushels, and I would not willingly undertake to transport another lot in the same way.

To your third interrogatory. Whether I would undertake to deliver, say 15,000 tons of coal at New York city or any other point on the sea board, at a certain time by the Baltimore and Ohio Rail Road, as far as Dam No. 6, and thence by the Canal? I answer, I would not undertake to deliver that quantity of coal by that conveyance. I would not be subject to the inconveniences and run the risks for all the profits I could realise, and in addition to all the other difficulties, I have to pay the freight in advance ninety cents per ton, on my coal before I could get my coal started. Whereas, in the Canal I could load my boats, start all together—act as my own agent—pay no money until I get to my point of destination—put my hay, oats and provisions into my boats and thus carry my coal to market, living in my boats until I return—thus enabling me to get my coal to market without paying out one cent of money save the toll, and the toll I would not pay until I had realised something to pay with from the proceeds of my coal. By the Rail Road to Dam No. 6, no man can carry on a trade to any extent unless he can command a considerable capital, and all our coal dealers who could not command capital (and very few of them can command capital sufficient) have been prevented from going on with their business.

To your fourth interrogatory. Asking whether I would undertake to deliver the same quantity at the same point or points by the Canal if it were finished to Cumberland? I answer, I would be very glad of the chance of a contract of that size if the Canal were finished to Cumberland, and would be very willing to contract to deliver five times that quantity at any point on the sea-board. If I had such a contract I would have my own boats—my own horses—a few boys along, with whom I would proceed myself—taking my provisions for myself, my laborers and my horses. I could start my boats whenever it suited me. If any accident took place to detain me I would be at no great expense. I could set my hands to some other employment until I was prepared to start. If on the

other hand, I had to keep up a separate establishment at Dam No. 6, if any accident took place, say a breach of the Canal—accident to my boats, &c., down in that lower region, I would have to maintain them at great expense, which to say the least, would make my business a very precarious one. When I was engaged at Dam No. 6, the boarding at Dam No. 6 was a heavy item.

To your fifth interrogatory. Asking whether the coal transported on the Rail Road to Baltimore is injured in any manner and how? I answer, the coal is here first thrown into the cars—then the shaking on the Rail Road—then the unloading at Dam No. 6 which necessarily breaks all the lumps, and by the time it is got into the boats at Dam No. 6 it is not fit for family use, and can be sold only as *fine* and not as coarse coal. I know nothing of the transportation to Baltimore as I have not engaged in sending coal to that city.

To your sixth interrogatory. I have nothing to say.

To your seventh interrogatory. As follows—"Are individuals sending coal by the Rail Road and transshipping from that work to the Canal at Dam No. 6, subjected to any inconveniences or disadvantage in carrying on the trade, and if so what is the character of such inconvenience and disadvantage?" I answer, they are. I met with so many disadvantages while I was engaged in sending down my coal to Dam No. 6, that I do not mean ever to try it again unless I cannot help myself. In the first place I was compelled to pay my passage to Dam No. 6, \$1.80, to prepare a place to unload my coal. I could only find one place where I could unload and get the coal to the river, for not more than two or three can deliver coal there at the same time under any circumstances. After I had with a good deal of difficulty prepared a place, I had to pay my expenses \$1.80 back again to Cumberland—then I had to hire an agent to unload the cars at Dam No. 6. When I got my coal down I had to send down hands and wheelbarrows to wheel the coal to the boats—when I had thus at great expense got my coal in the boats, it was so fine that not a bushel of it commanded the price of coarse coal. At Dam No. 6, the coal is delivered on the Virginia side of the Potomac, the Canal being on the opposite or Maryland side of the river. No coal trade to any amount worthy attention can ever be built up by using the Rail Road to Dam No. 6.

There is another fact which ought to be stated. The uncertainty of the boats finding coal at Dam No. 6—having to wait for days, for loading creates great confusion. And no man with his business so divided—his boats in the canal—his laborers at Dam No. 6 and his laborers at the mines can ever govern or so regulate his business, with the uncertainty of the transportation on the Rail Road, as to keep his laborers at all points constantly employed.

Respectfully your obedient servant,

N. P. BARNES.

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE, chairman of the select committee of enquiry.

DEAR SIR,—I have before me your interrogatories dated yesterday, and which you have desired me to answer. I have heard the answers of Nathaniel P. Barnes read over, and I can truly say I concur in every statement he has made, and in every opinion he has given, and I am satisfied there is not a coal dealer in our county who would not concur also with Mr. Barnes, for there can be no question of the truth of all his statement. I did make a contract to deliver a quantity of coal in Georgetown, but I found the difficulties so great that I abandoned the contract after sending two car loads of coal to Dam No. 6. The coal sent down by me to Dam No. 6 in the two cars remained unloaded at Dam No. 6 for about three weeks, for the want of an agent at that point, and the Rail Road company refused to let me have any more cars until the two sent were unloaded. If I had sent down an agent, it would have cost me as much as the profits on the two car loads. I therefore abandoned the contract, and my coal sent down in the two cars, is now at Dam No. 6, if some one without my consent has not appropriated it to his own use. My object was to send coal down to Georgetown and get plaster of paris back. I had however to order plaster of paris from Baltimore, for if it had been sent to me from Georgetown to Dam No. 6, I would have been compelled to send down an agent to unload from the boats, and to unload in the cars if I could have obtained a cur at that point. The uncertainty of all these things and the trouble and expense attending transshipment at Dam No. 6, renders it out of the question for us to take advantage of the canal at that point for coal or any other article of merchandize. It ought to be mentioned that the height of the car on the road above the level of the water or boat is at least twenty feet, and cost of transporting plaster from the boats to cars is about  $37\frac{1}{2}$  cents per ton, a cost which plaster will not bear.

Very respectfully, your obedient servant,

G. W. BEALL.

CUMBERLAND, January 31st, 1845.

To the Hon. W. B. CLARKE,

Chairman of Select Committee of Enquiry :

DEAR SIR,—Your esteemed note of the 30th instant, in behalf of the committee, is at hand, and forthwith proceed to answer your proposed interrogatories.

To your 1st interrogatory, asking me if I am a dealer in coal, and how long, I would say, twenty-five years and upwards.

To your 2nd, asking me if I have transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent, and how I am pleased with it as a carrier of my coal to market, I would say: I have transported coal on the Rail Road, but to no considerable amount, owing to inconveniences and difficulties attendant thereto. Those inconveniences are these: 1st. Very often we haul coal to the Rail Road depot for to be sent on the cars, and on application for the cars, I am told, I can get none to-day. This being the case, we have to throw our coal on the ground, and load it up again, at such times as the company can give us cars, at a considerable inconvenience and at an expense we cannot bear. 2nd. As a carrier I am not pleased with it at all—in my experience, the Canal is by far preferable.

To your 3rd, asking me if I would undertake to deliver, say, 15,000 tons of coal, at New York or any other point on the seaboard, by a certain time, the Baltimore and Ohio Rail Road being my carrier, I would say: I would by no means engage to deliver any amount of coal within any specific time by the Rail Road, inasmuch as I would have no assurance whether I could rely on getting cars daily, or the number of cars it would take daily to comply with that contract.

To your 4th, asking me if I would engage to deliver the same amount, or more, to the place above mentioned, or any other point, if the Canal was completed to Cumberland, I would say: I most assuredly would, inasmuch as I could load my boats at my pleasure, start at my pleasure, and thus would be certain to fulfil my engagement.

To your 5th, asking me if the coal now transported by the Rail Road to Baltimore is injured in any manner and how, I would say: I cannot inform you whether it is injured or not.

To your 6th, asking me if the coal now sent by the Rail Road to Baltimore is carried without interruption, or is it delayed on the way, I would say: It is interrupted; and they are considerably delayed, as I am informed by my agent. While sending coal not long since, only two cars had arrived in Baltimore, when I had been sending some coal filling two and three cars every day, for six or eight days previous to the departure of the two alluded to. He also informed me, he saw them while passing along the road on his way to Cumberland. My clerk applied for cars while sending this my last contract, and was told none had come up—that out of 200 cars, 150 stood along the road and in Baltimore unattended to or un-

loaded, thus there must have been a delay : and in consequence, I had to throw my coal on the ground, and load it up again, which materially injures the coal, besides subjects me to an additional expense.

To your 7th and last interrogatory, asking me if individuals sending coal by the Rail Road, and transshipping from that work to Dam No. 6, are subjected to any inconvenience or disadvantage in carrying on the trade, I would say: The inconveniences and disadvantages are numerous. I have tried the experiment of sending coal by way of the Rail Road to Dam No. 6, and do not like the plan at all. The first inconvenience is—that we have to employ an agent to take charge of the coal on its arrival, at a heavy expense. Secondly. I am told, there can but two persons occupy the bins or boxes at Dam No. 6 at the same time, inasmuch as the Rail Road company have made but the two accommodations for to deposit coal; and should there be more persons engaging in the coal trade at the same time through that medium, they would have to throw their coal on the ground, some distance from the river bank, which materially injures our coal, inasmuch as that part of the coal which is lump, through the handling from place to place, becomes fine, and consequently injures its sale when at market; besides, we are at a considerable additional expense of re-loading our coal into our boats. Whereas, had we our Canal, we could bring our coal from our coal banks, put it immediately into our boats, and not disturb or handle it until it arrives in market. It is admitted by the Rail Road agents themselves, that coal being handled again and again, is a great injury to its quality, and would not receive it for their use. Thus sir, I have endeavored, briefly and candidly, to answer your several interrogatories, as far as my experience has led me.

I am, dear sir, with respect,

Your most ob't, humble servant,

GEORGE HOBLITZELL.

To Mr. STEINER, Agent of the Baltimore and Ohio Road Company, Cumberland :

DEAR SIR.—If agreeable to you, the committee appointed by order of the House of Delegates, respectfully ask a separate answer to each question here enclosed. The committee have no power, by order of the House, to take testimony, but are anxious to collect information relative to transportation upon the Baltimore and Ohio Rail Road, and if consistent, they will be obliged to you for the information asked for.

Very respectfully, your ob't servant,

W. B. CLARKE.

January 30th, 1845.

## INTERROGATORIES PROPOUNDED TO DAVID STEINER, Esq.

1. Are you an agent of the Baltimore and Ohio Rail Road company?

2. Is there any difference in the amount of toll to be paid upon merchandize transported upon the Rail Road from Cumberland to Dam No. 6, and from Cumberland to Baltimore? and what is that difference?

3. Have you any agency of your company at Dam No. 6, and do you receive, for transportation, any freight for points upon your road where there is no agent, either of the company or the owner or owners of the merchandize forwarded?

4. How much coal, iron and fire brick have been transported daily by your company for the Mount Savage company, beginning with the 1st day of Decembe,, 1844; at what cost per ton was it delivered at the outer depot of the Rail Road at Baltimore city?

5. Has there been any transshipping of agricultural produce, merchandize, or coal, at Dam No. 6, from the Rail Road to the Canal, or from the Canal to the Rail Road? If so, can you state the quantity for three successive months, beginning with any month since the first day of June last?

6. Leaving Cumberland with, say one hundred and seventy-five tons burthen attached to one of your large locomotives, at what time will the train reach the city of Baltimore? Is it necessary to divide the burthen at any point upon the road, by reason of certain heavy grades?

To the above, the committee have received no answer, except the following note:

CUMBERLAND, January 30, 1845.

To W. B. CLARKE, Esq.

Chairman Committee, &c.

DEAR SIR,—Not being in possession, myself, of the requisite information, to answer fully and satisfactorily all the *questions* which accompanied your note to me, of this day, I purpose to transmit them by the passenger train of to-morrow, to the superintendent of transportation, in Baltimore, in the hope he will be able to furnish the committee with all the information which it seeks, through them, by the period of its return to the city.

Very respectfully, your ob't servant,

DAVID STEINER, Agent  
Balt. & Ohio Rail Road Co.

[Document T.]

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BY THE HOUSE OF DELEGATES,  
February 10, 1845.

Read and ordered to be printed.

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# STATEMENT

OF THE

TREASURER OF MARYLAND,

SHewing

What Amount of Money has been paid into the Treasury

BY THE

PUBLIC DEFAULTERS,

IN THE PAST FISCAL YEAR.

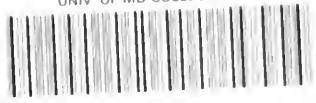
In conformity with an order of the House of the 22nd January.

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